

are participating countries for purposes of 15 CFR part 2012.

On May 22, 2002, USTR received a request and the necessary supporting information from the government of Australia to be considered as a participating country for purposes of the export certification program. Accordingly, USTR has determined that, effective August 1, 2002, Australia is a participating country for purposes of 15 CFR part 2012. As a result, imports of beef from Australia entered on or after August 1, 2002, will need to be accompanied by an export certificate in order to qualify for the in-quota tariff rate; imports of beef from Australia entered prior to August 1, 2002, will not require an export certificate. In order for the export certificate to be valid, it must satisfy the requirements of 15 CFR part 2012, including being used in the calendar year for which it is in effect.

Robert B. Zoellick,

United States Trade Representative.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Revised Noise Exposure Maps Roanoke Regional Airport

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the revised noise exposure maps submitted by the Roanoke Regional Airport Commission for Roanoke Regional Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR part 150 are in compliance with applicable requirements.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps is June 18, 2002.

FOR FURTHER INFORMATION CONTACT: Maria Stanco, New York Airports District Office, 600 Old Country Road, Suite 446, Garden City, NY 11530, (516) 227-3808.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Roanoke Regional Airport are in compliance with applicable requirements of Part 150, effective June 18, 2002.

Under section 103 of the Aviation Safety and Noise Abatement Act of 1979

(hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing non-compatible uses and for the prevention of the introduction of additional non-compatible uses.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by the Roanoke Regional Airport Commission. The specific maps under consideration are the noise exposure maps identified as Figure 5-1 (2000 DNL Contours) and Figure 5-2 (2005 DNL Contours) in the submission. The FAA has determined that these maps for the Roanoke Regional Airport are in compliance with applicable requirements. This determination is effective on June 18, 2002. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 103 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities

are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 103 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

Copies of the noise exposure maps and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration, 800 Independence Avenue, SW., Room 621, Washington, DC 20591.

Federal Aviation Administration, Washington Airports District Office, 23723 Air Freight Lane, Cargo 5 Building—2nd Floor, Dulles, VA 20166.

Roanoke Regional Airport Commission, 5202 Aviation Drive, Roanoke, VA 24012.

Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued on June 18, 2002 in Jamaica, NY.

Robert B. Mendez,

Manager, Airports Division, Eastern Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent to Prepare an Environmental Impact Statement and To Conduct Environmental Scoping for Improvements To the O'Hare International Airport, in Chicago, IL

AGENCY: Federal Aviation Administration, DOT.

ACTION: Issuance of A Notice of Intent (NOI) to Prepare an Environmental Impact Statement and to Conduct Public Scoping Meetings.

SUMMARY: This NOI announces the Federal Aviation Administration's (FAA) intention to prepare an Environmental Impact Statement and to conduct public scoping meetings for a number of potential modernization and improvement initiatives at Chicago's O'Hare International Airport. Due both to the anticipated high level of interest in matters pertaining to O'Hare International Airport, and a desire to

fully accommodate potentially interested persons, agencies, and other entities, the FAA will conduct two (2) agency scoping meetings and two (2) public scoping meetings. The agency scoping meetings will be conducted as follows: Monday, August 19, 2002 from 10 a.m. to 1 p.m. at the Illinois Department of Transportation's (IDOT) Auditorium Conference Room located in the IDOT Offices at 2300 South Dirksen Parkway in Springfield, Illinois; and on Tuesday, August 20, 2002 from 10 a.m. to 1 p.m. in the Metcalfe Federal Building's Lake Ontario Conference Room (12th floor) at 77 West Jackson Boulevard, in Chicago, Illinois. The public scoping meetings will be conducted as follows: Wednesday, August 21, 2002, from 4 p.m. to 8 p.m. in the Fountain Blue Banquets facility located at 2300 South Mannheim Road, in Des Plaines, Illinois; and on Thursday, August 22, 2002, from 4 p.m. to 8 p.m. in the Avalon Banquets facility located at 1905 East Higgins Road, in Elk Grove Village, Illinois.

FOR FURTHER INFORMATION CONTACT: Michael W. MacMullen, Airports Environmental Program Manager, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018. Mr. MacMullen can be contacted by phone at (847) 294-7522 (voice) and at (847) 294-7046 (facsimile).

SUPPLEMENTARY INFORMATION: The FAA has decided to prepare an Environmental Impact Statement (EIS) addressing specific improvements at and adjacent to O'Hare International Airport. As presently conceived, the runway construction component of the O'Hare Modernization Program would involve: a new North Runway 9-27, a relocation of existing Runway 18-36 (Arrival Runway 9R-27L), a relocation of existing Runway 14L-32R (arrival Runway 9L-27R), a relocation of existing Runway 14R-32L (South Runway 9-27), an extension of existing Runway 9R-27L, and an extension of existing Runway 9L-27R. Overall, the proposed project would result in O'Hare International Airport ultimately having a total of eight runways: six parallel east-west runways, and two parallel runways oriented in the northeast-southwest direction. In addition, the O'Hare Modernization Program would also potentially involve relocation of some or all existing navigation aids, placement of new navigation aids, revision to existing air traffic control procedures, provision of a new western access to the Airport, additional terminal facilities, and various roadway

and rail line relocations. Finally, the potential acquisition of approximately 539 housing units, 109 businesses, and 433 acres of property outside of the Airport's present boundaries is also envisioned. The purpose and need for the above-identified improvements will be presented and reviewed in FAA's forthcoming EIS. In addition, reasonable alternatives, including the "no-build," use of other existing/proposed airports, alternative O'Hare configurations, and a different number of O'Hare runways alternatives will all be considered.

Federal, State, local agencies, and other interested parties, are invited to make comments and suggestions in order to ensure that the full range of environmental issues related to the above-identified matters are identified. Copies of a scoping document providing additional detail can be obtained by contacting the FAA informational contact listed above. The FAA informational contact person identified above should also receive any scoping comments and suggestions by no later than close of business on Friday, September 13, 2002.

Dated: Issued in Des Plaines, Illinois on July 5, 2002.

Philip M. Smithmeyer,

Manager, Chicago Airports District Office, Great Lakes Region.

[FR Doc. 02-18014 Filed 7-16-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 159: Minimum Operational Performance Standards for Airborne Navigation Equipment Using Global Positioning System (GPS)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 159 meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 159: Minimum Operational Performance Standards for Airborne Navigation Equipment Using Global Positioning System (GPS).

DATES: The meeting will be held August 12-16, 2002, from 9 a.m. to 4:30 p.m. (unless stated otherwise).

ADDRESSES: The meeting will be held at RTCA, Inc., 1828 L Street NW., Suite 805, Washington, DC 20036.

FOR FURTHER INFORMATION CONTACT: RTCA Secretariat, 1828 L Street NW., Suite 805, Washington, DC 20036;

telephone (202) 833-9339; fax (202) 833-9434; web site <http://222.rtca.org>.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 159 meeting. **Note:** *Specific working group sessions will be held August 12-15.* The plenary agenda will include:

- April 16:
 - Opening Plenary Session (Welcome and Introductory Remarks, Approve Minutes of Previous Meeting)
 - Review Working Group (WG) Progress and Identify Issues for Resolution
 - Global Positioning System (GPS)/3rd Civil Frequency (WG-1)
 - GGPS/Wide Area Augmentation System (WAAS) (WG-2)
 - GPS/GLONASS (WG-2A)
 - GPS/Inertial (WG-2C)
 - GPS/Precision Landing Guidance (WG-4)
 - GPS/Airport Surface Surveillance (WG-5)
 - GPS/Interference (WG-6)
 - SC-159 Ad Hoc
- Review of EUROCAE activities
- Review/Approve revised DO-235, Assessment of Radio Frequency Interface Relevant to the GNSS, RTCA Paper No. 157-02/SC 159-896
- Review/Approve Errata to DO-229C, RTCA Paper No. 082-02/SC159-893.
- Closing Plenary Session (Assignment/Review of Future Work, Other Business, Date and Place of Next Meeting)

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on August 11, 2002.

Janice L. Peters,

FAA Special Assistant, RTCA Advisory Committee.

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